

AMENDMENTS TO THE SPECIFICATION

Please amend the paragraph beginning on page 2, line 8 as follows:

This is achieved according to the invention in that the temperature (in Kelvin, K) of the fuel/air mixture in the combustion chamber can be brought at least to over roughly 80% and up to at most roughly 98% of the spontaneous ignition temperature (in Kelvin, K) of the fuel/air mixture and the ignition of the combustion is time-controlled through the introduction of laser light into the combustion chamber. The setting of the difference between the temperature of the fuel/air mixture and the spontaneous ignition temperature can for example (according to the air/fuel ratio λ and the chosen fuel) take place through the choice of the geometric compression ratio ϵ , known measures for pre-heating the fuel/air mixture and similar measures known to a person skilled in the art.

Please amend the paragraph beginning on page 2, line 28 as follows:

The laser energy required for the ignition can be decreased by reducing the distance from the spontaneous ignition temperature. In an advantageous version of the invention it is for example provided that the temperature (in Kelvin, K) of the fuel/air mixture in the combustion chamber can be brought at least to over roughly 65% of the spontaneous ignition temperature (in Kelvin, K) of the fuel/air mixture. It can be further provided that the temperature (K) of the fuel/air mixture in the combustion chamber can be brought to at most roughly 98% of the spontaneous ignition temperature (K) of the fuel/air mixture.

Please amend the paragraph beginning on page 7, line 14 as follows:

FIG. 1 shows an internal combustion engine according to the invention with six cylinders 27 in a stationary version. The fuel/air mixture is fed to the cylinder block 1 via an inlet line 2 and removed via the exhaust line 18. In a mixer 3, fuel fed via the pipe 4 is mixed with air fed via the pipe 5. The fuel/air mixture is compressed via the turbocharger compressor 6 and passes via the thermal element 7, via which the temperature (in Kelvin, K) of the fuel/air mixture can be changed, and the throttle valve 8 into the space before the inlet valves, not represented in more

detail, of the cylinder block 1. The turbine wheel 9 of the turbocharger is arranged in the exhaust line 18. The mixture formation could of course also take place inside the cylinder head in the suction line or in the cylinder space directly during the induction stroke.